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UNITED STATES DEPARTMENT OF AGRICULTURE
RURAL ELECTRIFICATION ADMINISTRATION
WASHINGTON 25, D. C.

July 27, 1951

TELEPHONE ENGINEERING MEMORANDUM 514

SUBJECT: Unloading and Storing Poles

This memorandum describes the procedures which are recommended in connection with the unloading and storage of poles.

The car should be spotted at the desired location where there is a reasonably level area on the unloading side free of obstructions. Test the brakes to be sure they are well set, and also, block the car wheels. Place warning signs and danger flags along the track ahead of and behind the car.

The car of poles should be inspected to determine the condition of stakes and tie bands. If these have become weakened, the necessary precautions and care should be exercised to avoid hazards to workmen.

The following equipment should be used to unload the car of poles:

1. Steel wire rope, 5/8" diameter, 70 to 80 feet long, with a permanently fastened hook on one end and a clamp and hook on the other end so the cable can be adjusted in length.
2. Large snatch block with a 6" pulley or larger, with hook attachment.
3. Coffing hoist or block and tackle of 1½ ton capacity or larger.
4. Truck winch or set of rope blocks, two sheaves or more with 3/4" rope or larger.
5. Two 35' lengths of 3/4" rope or larger.
6. Two safety stakes.
7. Two heavy timbers for use as skids, approximately the size of railroad ties.
8. Two cable clamps.
9. Hand tools such as axes, bars, bolt cutters, cant hooks or peavies, hand saw and hand line.

Procedure

Hook the two ends of the 5/8" steel rope to the bed of the car on the unloading side, at positions about 4 feet from the ends of the poles, see Fig. 1. Using the hand line, draw the middle point of the cable across the top of the load to the opposite side, see Fig. 2. Hook the block and tackle or hoist to the center loop and to an unused stake pocket on the far side of the car. Pull tight and lock. Run the winch line to the center loop through a snatch block hooked to the stake pocket. Fasten cable clamps to the cable on each side of the winch hook. If there is not room for the truck on the far side of the car, the winch line may be run over the load and the truck placed on the unloading side, well back from the car. Block the truck securely. If a winch is not available, use the set of rope blocks in place of the snatch block and pull the rope by fastening it to the axle of the truck.

Place the skids in position against the unloading side of the car, burying the lower ends in the ground so they will not shift in position. Place the safety stakes in unused pockets near the center of the unloading side of the car, and guy their tops with short lengths of rope across the top of the load, see Fig. 2.

With the load thus secured and the winch line or the fall line taut, chop or saw off all stakes, except the safety stakes, flush with the car pockets on the unloading side, beginning at the center and working toward each end. Then cut the shipping bands from the far side of the car and remove the coffering hoist from the middle of the sling. From the far side of the car, untie the ropes holding the safety stakes and remove the safety stakes by pulling them out of the car pockets with the ropes. Work only from the far side and ends of the car.

Slowly pay out the winch line or drive the truck toward the car allowing the poles to roll off the car. If necessary, the poles may be loosened by using pike poles.

If a gondola car is to be unloaded, poles above the level of the sides can be unloaded in the same manner as from a flat car, with the skids placed against the top of the car. Poles below the level of the sides should be lifted over the sides one at a time with an "A" frame and sling.

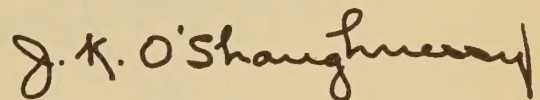
After unloading all poles, the car should be cleared of all stakes and wires, skids removed, and flags and warning signs picked up.

Poles should be either rolled or carried to the storage pile. The location for storage should be so chosen that it is accessible to trucks and the railroad siding, free from fire hazards and adequately drained. Poles should be stacked in parallel layers. The base of the pile should consist of four or more poles laid crosswise to the pile, with each of the four poles supported off the ground by four railroad ties or similar creosoted timbers.

Succeeding layers should be separated by four poles laid crosswise to act as spacers. The end poles of each layer should be blocked to prevent them from rolling off the supporting poles. If the pile is more than four layers high, the poles in successive layers should be reversed, butt to top.

The poles should be segregated as to length and class in separate piles, far enough apart to prevent a fire in one pile from spreading to adjacent piles. The ground over the entire area should be cleared of weeds, rotting wood, and other trash.

It is very important that the several piles of poles be located in relation to each other and to fences or obstacles so that adequate space is available on all sides to provide for convenient entrance and exit of trucks and trailers and for the handling of poles.



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Attachment

